INVOICE



Alex Mas The Nature Conservancy 14 Main Street, Suite 401 Brunswick ME 04011

E-mail: amas@tnc.org

Invoice # 59

Date: March 4, 2011

Bill To:

Vendor Code:

Environmental Protection BLWQ 17 State House Station Augusta ME 04333-0017 VC1000067626

		Description	
	In Lieu Fee for Wetland Compensation	\$22	2,908.22
	DEP Number: PBR #49726 Corps Number: NAE-2009-0226		
	Internal transfer-invoice MaineDOT		
-		Total	\$222,908.22

IN-LIEU-FEE (ILF) PROJECT DATA WORKSHEET

DEP Invoice #
[Note: Will be filled in by ILF Administrator in Augusta]
Project name: Norway, Rte 117
Applicant (s): MaineDOT
DEP/Corps permit #: DEP PBR #49726 / ACOE #NAE09-0226
[Note: Please attach a PDF copy of the permit]
DEP ATS #:
ILF Contribution Amount <u>\$222,908.22</u>
[Note: Please attach a PDF copy of the check]
Project address: _Route 117, Norway
[Note; Please attach a PDF map of project location]
Biophysical region: Sebago-Ossipee Hills and Plain Subsection
Size of total impact subject to compensation: 60,161 s/f
Resources Impacted: [The resource table on page 2 MUST be filled in with all
resource types impacted, amounts and functions.]
Project manager: Mike Mullen

Note: The ILF Project Data Worksheet must be filled out by the PM within 3 days of receiving a contribution to the "Natural Resource Mitigation Fund" and faxed along with a copy of the check to James Cassida in Augusta at 287-7826. The distribution of ILF contributions is time sensitive.

The PM should also double check to make sure that the check has been routed to Augusta with the correct account number reference. The account # for the ILF program is 014.06A.1776.14

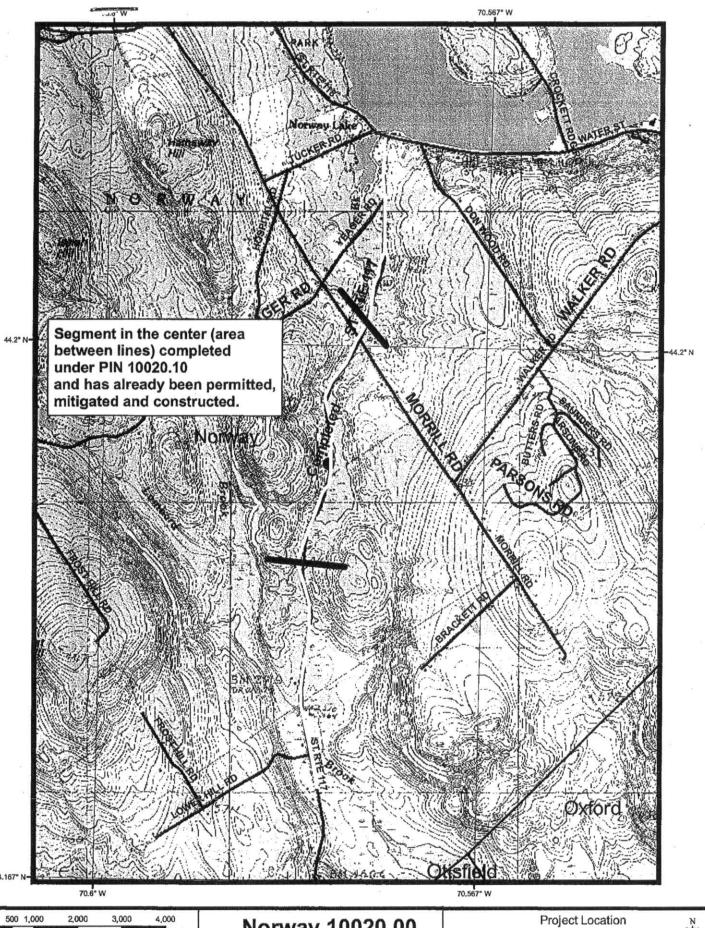
Resource(s) Impacted:

Resource Type: (Wetlands by NWI Type (PFO, PSS, M1, M2, E1, E2, etc), significant vernal pool (SVP), shorebird feeding & staging habitat (Shorebird), inland waterfowl & wading bird habitat (IWWH), tidal waterfowl & wading habitat (TWWH), and river, stream, or brook (RSB).

Wetland Functions & Values: Groundwater recharge/discharge (GWR); floodflow alterations(FF); fish & shellfish habitat(FSH); sediment toxicant retention (STR); nutrient removal (NR); production export (PE); sediment/shoreline stabilization (SS); wildlife habitat (WH); recreation (R); education/scientific value (ESV); uniqueness/heritage (UH); and visual quality/aesthetics (VQ).

Types of impacts: may include filling, dredging, vegetation conversion (e.g. forested to shrub/scrub), others.

Resource type	Functions (for wetland impacts)	Type of Impact	Sq Feet Impacted
(list all that apply)	(list all that apply, by resource type)	(by resource type)	(by resource type)
PFO*	GWD, STR, NR	Filling	38,080 2,921 WSS
PSS	GWD, STR, NR		17,722 193 WSS
VP*	GWD, FF, WH	cc	466 WSS
RUS*	GWD, FSH	66	779 WSS
* Contain Wetlands of			
Special Significance			
10			
			60.161
		Total square	60,161
		feet impacted	



DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP) PERMIT BY RULE NOTIFICATION FORM

(For use with DEP Regulation, Chapter 305)

MDOT PIN: 10020.00 Name of Contact: Ben Condon Name of Applicant: State of Maine Department of Transportation State: Me. Zip Code: 04330-0016 Mailing Address: 16 Station State House Town/City: Augusta Name of Wetland, Water Body or Stream: Unnamed Stream Detailed Directions to Site: On route 117, beginning 0.34 of a mile northerly of Otisfield Gore Road and extending northerly 2.84 miles to 0.15 of a mile southerly of Route 118

Lot #: N/A County: Oxford Map #: N/A Town/City: Norway

Daytime Telephone #: (207)-624-3074

Description of Project: Project consists of highway improvements. The project will be performed in accordance with erosion control measures conforming with the latest versions of the State of Maine Department of Transportation Standard Specifications for Highways and Bridges and the Department of Transportation's Best Management Practices for Erosion and Sediment Control.

Part of a larger project?	□Yes	⊠No						
(CHECK ONE) This project ☑ does ☐ does notinvolve work below mean low water.								
I am filing notice of my intent to carry out work which meets the requirements for Permit By Rule (PBR) under DEP Regulation, Chapter 305. I have a copy of PBR Sections checked below. I have read and will comply with all of the standards.								
□Sec. (2) Soil Disturbance		☐Sec. (8) Shoreline stabilization	□Sec. (14) Piers, Wharves & Pilings					
☐Sec. (3) Intake Pipes		□Sec. (9) Utility Crossing	□Sec. (15) Public Boat Ramps					
☐Sec. (4) Replacement of Structures	6	□Sec. (10) Stream Crossing	☐Sec. (16) Coastal Sand Dune Projects					
□Sec. (5) REPEALED		☑Sec. (11) State Transport. Facilities	□Sec. (17) Transfers/Permit Extension					
□Sec. (6) Movement of Rocks or Ve	getation	☐Sec. (12) Restoration of Natural Areas	□Sec. (18) Maintenance Dredging					
□Sec. (7) Outfall Pipes		□Sec. (13) F&W Creation/Enhance/Water	Quality Improvement					

I authorize staff of the Departments of Environmental Protection, Inland Fisheries & Wildlife, and Marine Resources to access the project site for the purpose of determining compliance with the rules. I also understand that this permit is not valid until approved by the Department or 14 days after receipt by the Department, whichever is less.

I have attached all of the following required submittals. NOTIFICATION FORMS CANNOT BE ACCEPTED WITHOUT THE NECESSARY ATTACHMENTS:

- A \$55 (non-refundable) payment shall be done by internal billing.
- Attach a U.S.G.S. topo map or Maine Atlas & Gazetteer map with the project site clearly marked.
- Attach photographs showing existing site conditions (unless not required under standards).

Signature of Applicant:	Judy Gates MaineDOT Environmental Office Director	Date:	3/8/2010
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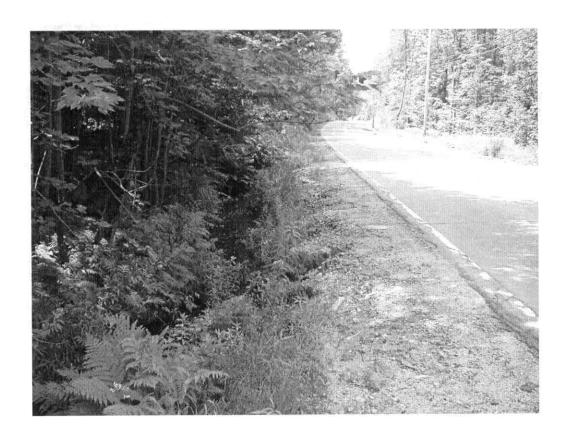
Keep the bottom copy as a record of permit. Send the form with attachments via certified mail to the Maine Dept. of Environmental Protection at the appropriate regional office listed below. The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Permits are valid for two years. Work carried out in violation of any standard is subject to enforcement action.

PORTLAND DEP 312 AUGUSTA DEP STATE HOUSE STATION 17 AUGUSTA, ME 04333-0017 (207)287-2111 BANGOR DEP 106 HOGAN ROAD BANGOR, ME CANCO ROAD PORTLAND, ME 04103 (207)822-6300 PRESQUE ISLE DEP 1235 CENTRAL DRIVE PRESQUE ISLE, ME 04769 (207)764-0477 04401 (207)941-4570

Staff Staff OFFICE USE ONLY Ck.# Def. Date After Photos ED Acc. Date Date PRR #

MAINE DEPARTMENT OF TRANSPORTATION

Route 117 Reconstruction Project, Norway (PIN 10020.00)



WETLAND MITIGATION PLAN

March 2010

Prepared By

MAINE DEPARTMENT OF TRANSPORTATION
Environmental Office
Division of Field Services and Mitigation
16 State House Station
Augusta, Maine 04333

Wetland Mitigation Plan

ROUTE 117 RECONSTRUCTION PROJECT, NORWAY

PIN 10020.00

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A. Introduction

This Wetland Mitigation Plan describes the compensatory mitigation proposed by the Maine Department of Transportation (MaineDOT) for impacts to freshwater wetlands associated with the proposed reconstruction on existing alignment of approximately 1.84 mile of Route 117 in Norway, Oxford County (MaineDOT PIN 10020.00). This project completes the 2.84 mile section of Route 117 that began reconstruction in 2009. This plan was prepared in support of the Maine Department of Environmental Protection's (DEP) compensation requirements of the Maine Natural Resources Protection Act (NRPA) Chapter 310, Wetland and Waterbodies Protection, and the Compensatory Mitigation for Losses of Aquatic Resources, Final Rule (33 CFR Parts 325 and 332) as administered by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act.

A locus map of the project area is shown in Figure 1. The map shows a 2.84 mile section of Route 117 within the project limits excluding a 1 mile section located in the middle of project area that was previously built. The project is located in the Pennesseewassee Lake and the Thompson Lake watersheds of the Lower Androscoggin River watershed (HUC 01040002). This section drains both north via Meadow Brook toward Pennesseewassee Lake and south to Thompson Lake. The project is located in the Sebago-Ossipee Hills and Plain Subsection biophysical region of Maine (MNAP, 2008).

B. Wetland and Stream Impact Summary

The location of the NWI-mapped wetland areas along the section of Route 117 to be reconstructed is shown in Figure 2. This figure shows a large scrub shrub wetland complex associated with Lombard Stream at the south end of the project on the east and west side of Route 117. This wetland complex drains to the south to Thompson Lake. There is a large scrub shrub and forested fringe wetland on the north end of the project that drains north toward Pennesseewassee Lake via Meadow Brook.

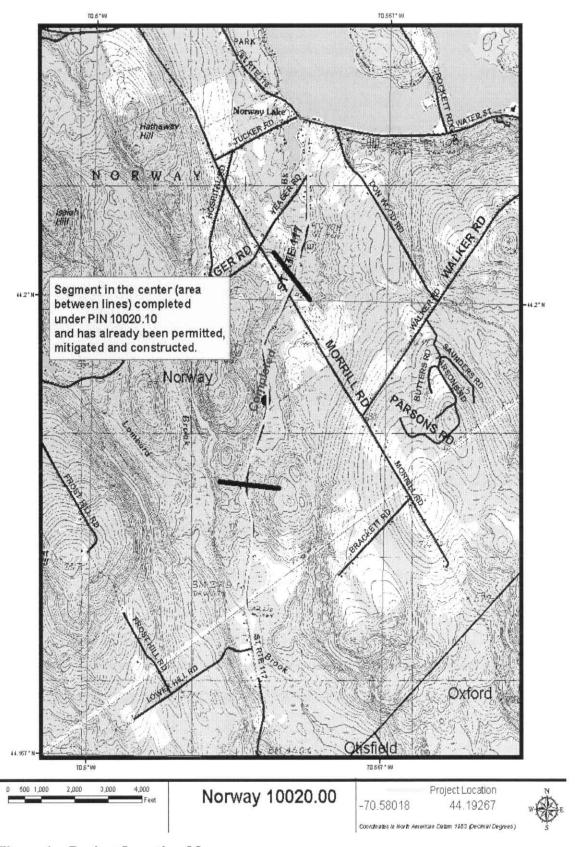


Figure 1 – Project Location Map

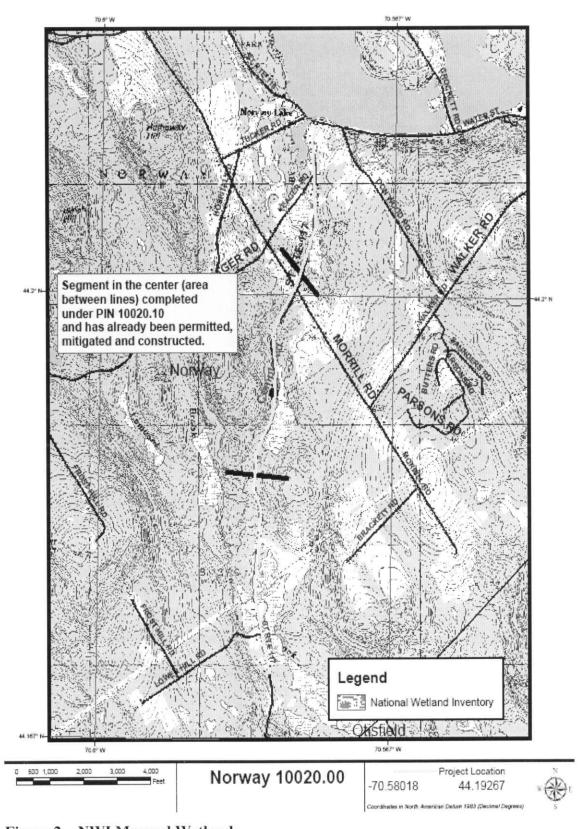


Figure 2 – NWI Mapped Wetlands

Wetlands and streams along Route 117 were originally field delineated in November 2003 by biologists from Woodlot Alternatives under contract to the MaineDOT Environmental Office. In December 2008, a MaineDOT biologist field checked the wetland boundaries and conditions within the limits of the revised project because five years had elapsed since the original delineation. No significant changes in wetland conditions or functions were noted during MaineDOT's review.

In accordance with NRPA Chapter 310, the Corps Highway Methodology, and the 1990 Memorandum of Agreement between the Corps and the U.S. Environmental Protection Agency (EPA), the proposed design includes measures to avoid wetland impacts where practicable and minimize impacts where unavoidable. After avoidance and minimization measures were applied, a total of approximately 60,161 sq. ft. (± 1.38 acres) of freshwater wetlands will be affected by the proposed reconstruction of Route 117¹. The wetland impact areas are shown on the plans and are listed by centerline station in the attachments to the PBR submittal. Over 80 percent of the wetland impacts occur in scrub-shrub (PSS) wetlands. The dominant woody vegetation in these wetlands is red maple (*Acer rubrum*), speckled alder (*Alnus incana ssp. rugosa*), northern arrowwood (*Viburnum dentatum*), maleberry (*Lyonia ligustrina*) and winterberry (*Ilex verticillata*). The underlying herbaceous layer is dominated by sensitive fern (*Onoclea sensibilis*), Canada bluejoint (*Calamagrostis canadensis*), cinnamon fern (*Osmunda cinnamomea*) and sphagnum moss.

One wetland impact area was determined to contain vernal pool habitat. This area is located at Station 2+630 Right and is comprised of a small isolated basin containing a mix of trees and herbaceous vegetation. The pool is located near the toe of slope and no aquatic vegetation was present. Obligate species breeding was observed in the spring of 2004 with the presence of two salamander egg masses.

The functions and values of wetlands and streams along Route 117 were assessed in the field by Woodlot Alternatives using the descriptive approach developed by the Corps and

¹ Based on the impact summary prepared by MaineDOT Environmental Office dated 2/3/10

summarized in a report to MaineDOT. The principal valuable functions of the wetlands and streams affected by the proposed project are:

- Groundwater Discharge the wetlands associated with a perennial watercourse provide groundwater discharge to wetlands downstream;
- Fish and Shellfish Habitat the three streams associated with the project are large enough and suitable to provide habitat for fish;
- Sediment/Toxicant Retention the dense vegetation, pit and mound microtopography, and poorly drained soils may also trap sediments and associated pollutants transported by stormwater runoff;
- Nutrient Removal/Retention/Transformation the dense vegetation and low topographic position contribute to the ability of some wetlands to attenuate nutrients carried in stormwater runoff.

C. Compensation Requirements

State and federal regulations require compensatory mitigation to offset unavoidable adverse impacts to wetland functions from development projects with a function of equal or greater value. The goal of compensation is to achieve no net loss of wetland functions and values. DEP requires that compensation for lost wetland functions be provided at specific ratios depending on the characteristics of the wetland to be altered and the type of compensation proposed. NRPA Chap. 310 requires a 2:1 ratio (compensation:impacts) for DEP Wetlands of Special Significance (WSS) and a 1:1 ratio for other wetlands when wetland restoration, enhancement, creation is used to provide compensation. The Maine DEP in-lieu fee (ILF) program requires payment of a compensation fee at a 2:1 ratio for DEP WSS and a 1:1 ratio for all other wetlands.

In December 2007, the New England District of the Corps issued new guidance, including compensation ratios, for providing compensatory aquatic resource mitigation required by the Corps (Addendum to New England District Compensatory Mitigation Guidance: Compensation for Aquatic Resource Functions, December 18, 2007). The

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compensation ratios vary with the complexity of the wetland system impacted, the likelihood of mitigation success, the degree to which functions are replaced, and temporal losses. In general, the ratios vary from 2:1 for restoration and creation of specific wetland types up to 15:1 for preservation of wetlands and associated upland buffers. The guidance document stipulates that the Corps may require resource-specific and project-specific ratios if deemed appropriate.

Using a 2:1 ratio for the 3,893 sq. ft. of impact to DEP WSS, including direct impacts to potential vernal pool habitat, and a 1:1 ratio for the 56,268 sq. ft. impact to non-WSS wetlands, MaineDOT is required to provide 64,054 sq. ft. (1.47 acres) of compensatory mitigation for the Route 117 project to meet DEP and Corps requirements.

D. Compensation Plan

1. Background

In keeping with the watershed approach to providing compensatory mitigation in effect at project kick-off in 2004, MaineDOT staff conducted a search for potential on-site and off-site compensatory mitigation areas when the first Route 117 project was permitted in 2009. The purpose of the search was to identify and screen sites that had the potential to provide appropriate compensation for the wetland areas and functions impacted by the proposed project and that could be implemented by MaineDOT as permittee-responsible mitigation in conjunction with the Route 117 project.

During the course of the site search, changes in state and federal mitigation rules allowed the use of an additional mitigation option. In August 2007, the MaineDEP In-lieu Fee (ILF) wetland mitigation program became available as an alternative to project-specific mitigation projects implemented by the permittee. In April 2008, the Corps and EPA issued a new rule that clarified federal compensatory mitigation requirements, including the use of mitigation banks and in-lieu fee programs (Corps 33 CFR Parts 325 and 332, EPA 40 CFR part 230, Compensatory Mitigation for Losses of Aquatic Resources; Final Rule, April 10, 2008).

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In December 2008, MaineDOT presented the results of the site search and reviewed the potential mitigation options with the state and federal regulatory and resource agencies at the MaineDOT Interagency Meeting. MaineDOT received concurrence from the agencies to provide the 64,054 sq. ft. (1.47 acres) of compensation required by DEP and the Corps for the Route 117 project through payment of an in-lieu compensation fee in accordance with the provisions of the MaineDEP In-lieu Fee (ILF) wetland mitigation program and NRPA, Title 38 M.R.S.A, subsect. 480-Z, Compensation.

The following sections briefly describe the results of the mitigation site search, the agency review process, and the proposed ILF compensation fee payment amount and schedule.

2. Mitigation Site Search Summary

Beginning in December 2004, MaineDOT initiated a search for potential compensation sites within the project vicinity and in neighboring towns. The original scope of the project was for full reconstruction of approximately 3 miles of Route 117, with estimated impacts of 2.4 acres. The search was conducted in keeping with the watershed approach to mitigation as described in the Corp's then current mitigation guidance documents and the DEP wetland protection rules. The search area focused on the Penneseewassee Lake, Crooked River, Little Androscoggin, and Thompson Lake watersheds, primarily in the towns of Norway, Greenwood, Otisfield, Harrison, Oxford, Waterford, and South Paris.

Potential sites were identified by MaineDOT staff using existing State of Maine GIS and MaineDOT data layers including high-resolution color aerial photography, and the 2004 Maine landcover data set. Knowledgeable individuals in local and state resource and planning agencies, local government, and conservation organizations were contacted for suggestions on potential sites. The agencies and organizations contacted by MaineDOT included IF&W, the Androscoggin Valley Soil and Water Conservation District, the Oxford County Soil and Water Conservation District, AVCOG, the USDA Natural Resource Conservation Service, and the Western Foothills Land Trust. Selected sites

were checked using windshield surveys and limited field reconnaissance to make a preliminary evaluation of the mitigation potential.

In the spring of 2005, the search was suspended in response to a delay in the schedule of the Route 117 project resulting from MaineDOT funding constraints. The search effort resumed in the spring of 2006 but was suspended again in early 2007 due to the deferment of the Route 117 project because of continued MaineDOT budget limitations. In October 2008 the town of Norway was awarded a Federal Highway Administration (FHWA) grant sufficient to reconstruct a portion of Route 117. As a result, the project scope was revised to a 1.0 mile length and the project was scheduled to be advertised in the spring of 2009 in accordance with the requirements of the grant.

Upon receiving notification of the changes in the project scope and schedule in October 2008, MaineDOT staff reviewed the previously collected site search information, confirmed the status of the options, and compiled the available information for review by the state and federal regulatory and resource agencies.

The results of the site search were presented at the MaineDOT interagency meeting in December 2008. The potential sites identified by MaineDOT fell into four general categories: wetland fill removal and restoration, streambank stabilization/riparian buffer restoration, barrier removal/fish passage restoration, and wetland/upland preservation and are briefly described below. The numbers in parentheses refer to the site ID#.

- Two sites (9, 10) where soil or sediment had eroded from agricultural fields or a town road into small wetlands and one site (15) where a town road crossed through a wetland adjacent to a lake offered limited wetland restoration potential, but were found to be too small to provide the required mitigation at one location.
- Three sites (2, 3, 4) where intermittent or perennial streams passed through active
 pastures or hay fields and two sites (11, 12) along sections of rivers with eroding
 streambanks would have involved planting or stabilizing mostly upland areas and
 did not appear to offset the functional impacts to wetlands from the project.

- Three sites (6, 7, 13) were suggested as potential areas where aquatic organism and/or fish passage could be restored or enhanced. One site (7) involved replacing a culvert to enhance the connection between Thompson Lake and a small cove and stabilizing road shoulders to reduce sedimentation into the lake, but was out-of-kind and did not provide sufficient mitigation credit. Dams were present at two sites, however fish passage had previously been provided at the Bolsters Mills dam (13) and providing fish passage at the Sucker Brook site (6) would have required an evaluation of the potential upstream fish habitat and the hydraulics of the existing structure, obtaining property owner permission, and may have resulted in some wetland conversion.
- Four sites (1, 5, 14, 16) were suggested by the Western Foot Hills Land Trust as potential preservation opportunities. Three of the sites (1, 5, 14) were dropped from consideration because either the asking price was determined to be significantly higher than could be supported by an appraisal of fair market value, the terms of a conservation easement required by the DEP and the Corps were not acceptable to the owner, or an easement on the property had already been acquired by the Trust. A preservation-only site with frontage on the Crooked River (16) recently suggested by the Trust was not viewed favorably by the agencies and was determined not to be practicable given the anticipated project schedule.

MaineDOT presented the identified mitigation options to the agencies at the December 2008 interagency meeting. The options identified by MaineDOT during the site search either lacked sufficient restoration or enhancement area to provide the required mitigation, did not match up well with the impacted wetland functions, were preservation-only sites, or were otherwise not practicable or available within the permit and advertise timeframes of the revised Route 117 project. After reviewing and discussing the options, the agencies concurred with MaineDOT's proposal to use the DEP ILF program to provide mitigation given the measures incorporated into the design of the project to minimize unavoidable impacts to wetlands and streams and the lack of suitable permittee-responsible mitigation options in the project area.

3. Proposed Compensation

MaineDOT proposes to compensate for the functional impacts to freshwater wetlands associated with the construction of the Route 117 project by paying a compensation fee to the DEP ILF program. DEP has developed a county-based fee schedule that includes the sum of the estimated cost to restore or create resource area with functions and values similar to those impacted by the proposed project activity and the average land acquisition costs in the project area. The current DEP fee schedule, dated July 2009, specifies a total fee of \$3.48 per square foot of compensation required for projects in Oxford County. This results in a total compensation fee of \$222,908.22 to be paid by MaineDOT for the Route 117 project². Payment of the fee by MaineDOT will satisfy all state and federal mitigation requirements for the Route 117 project.

The goal of the DEP ILF program is to use the fees collected for the purpose of restoring, enhancing, creating or preserving other resource functions or values that are environmentally equal or preferable to the functions and values of impacted resources and associated uplands, as determined by the DEP (38 M.R.S.A. subsection 480-Z). The fee paid by MaineDOT will be pooled with other ILF funds collected by the DEP and used to implement a project that meet the program goals and requirements. The final scope and timing of the ILF-funded project will be determined by a committee of resource and regulatory agencies charged with overseeing the implementation of the ILF program. Project selection will depend on the total available funds and the restoration and preservation priorities identified within the Sebago-Ossipee Hills and Plain Subsection biophysical region of the state.

E. ILF Payment Process and Estimated Project Schedule

MaineDOT will pay the compensation fee in accordance with a process described in an October 2007 MaineDOT request to DEP regarding ILF payments for MaineDOT transportation projects, and subsequent DEP approval in November 2007. The payment process and estimated payment schedule will be as follows:

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² The compensation fee = \$3.48 per square foot x 64,054 sq. ft of compensation required

- MaineDOT will notify the DEP ILF program manager when the Route 117
 project has been advertised for construction and request an invoice from DEP for
 the amount of the compensation fee. The invoice form will be similar to what
 DEP currently uses to invoice MaineDOT for permit application fees. The invoice
 should be directed to the attention of Deane Van Dusen, Manager, Field Services
 & Mitigation, MaineDOT Environmental Office;
- Once MaineDOT awards a construction contract for the project, MaineDOT will authorize payment of the compensation fee to DEP via an interagency journal voucher. MaineDOT will pay the compensation fee no later than the construction start date of the project.
- Upon payment of the compensation fee, MaineDOT will request that the DEP ILF
 Program Manager notify the Corps Project Manager that the fee has been paid in
 order to satisfy any ILF fee reporting requirements included in the Special
 Conditions of the Corps permit.
- The MaineDOT Manager, Field Services & Mitigation will be responsible for ensuring that the payment is made in accordance with the aforementioned process and the actual project schedule.

The anticipated schedule for the Route 117 project is to advertise the project for construction in August 2010, start construction in Ocotber 2010 and complete construction in October 2011. This schedule is subject to change depending on the timing of agency approvals, the schedule of other MaineDOT projects in the current workplan, seasonal traffic considerations, and is contingent on available funding. MaineDOT will notify DEP and the Corps of any changes in the Route 117 project schedule that will result in a significant change to the estimated payment date of the compensation fee.

F. References

Maine Natural Areas Program (MNAP), 2008. Ecoregions of Maine: USFS Bailey Ecoregional Provinces, Sections, and Subsections. Augusta, ME.



DEPARTMENT OF THE ARMY

NEW ENGLAND DISTRICT, CORPS OF ENGINEERS 696 VIRGINIA ROAD CONCORD, MASSACHUSETTS 01742-2751

MAINE PROGRAMMATIC GENERAL PERMIT (PGP) AUTHORIZATION LETTER AND SCREENING SUMMARY

OFFICE OF ENVIRONMENTAL SERVICES MAINE DEPT. OF TRANSPORTATION 16 STATE HOUSE STATION AUGUSTA, MAINE 04333		PGP ID#	NAE-2010-00469 10-075 PBR
DESCRIPTION OF WORK: Place fill below the ordinary high water line of an unnamed structure. Norway, Maine in order to replace an existing deteriorated cult 2.84 mile section of the roadway. Approximately 60,161 s.f. (1 permanently impacted, and 1,500 s.f. (0.03 acres) will be temp shown on the attached plans entitled "ROUTE 117, NORWAY, COUTE 118: 10020,000	vert beneath 1.38 acres) o orarily impa	Route 117 a f stream bed acted by the p	and to reconstruct a and wetland will be project. This work is
LAT/LONG COORDINATES : 44.2128897° N N 70.5764030)° W	USGS QUAD:	NORWAY, ME
I. CORPS DETERMINATION: Based on our review of the information you provided, we have determined that your p waters and wetlands of the United States. Your work is therefore authorized by th Permit, the Maine Programmatic General Permit (PGP). Accordingly, other than permit) at some later date, we do not plan to take any further action on this project.	e U.S. Army Co	only minimal indiverse of Engineer	vidual and cumulative impacts on sunder the enclosed Federal
You must perform the activity authorized herein in compliance with all the terms and of and any conditions placed on the State 401 Water Quality Certification including any including the PGP conditions beginning on page 7, to familiarize yourself with its cont requirements; therefore you should be certain that whoever does the work fully under conditions of this authorization with your contractor to ensure the contractor can acco	required mitigati ents. You are re stands all of the	on]. Please revie esponsible for co conditions. You	w the enclosed PGP carefully, mplying with all of the PGP may wish to discuss the
If you change the plans or construction methods for work within our jurisdiction, pleas authorization. This office must approve any changes before you undertake them.	e contact us imi	mediately to disci	uss modification of this
Condition 38 of the PGP (page 15) provides one year for completion of work that has expiration of the PGP on October 11, 2010. You will need to apply for reauthorization October 11, 2011.	commenced or for any work w	is under contract ithin Corps jurisd	to commence prior to the iction that is not completed by
This authorization presumes the work shown on your plans noted above is in waters submit a request for an approved jurisdictional determination in writing to the undersign	of the U.S. Sho gned.	uld you desire to	appeal our jurisdiction, please
No work may be started unless and until all other required local, State and Federal limited to a Flood Hazard Development Permit issued by the town if necessary.	censes and per	mits have been o	btained. This includes but is not
II. STATE ACTIONS: PENDING [X], ISSUED[], DENIED [] DA	TE		
APPLICATION TYPE: PBR: X TIER 1; TIER 2; TIER 3:	LURC:	_ DMR LEASE	: NA:
III. FEDERAL ACTIONS:			
JOINT PROCESSING MEETING: 3/11/10 LEVEL OF REVI	EW: CATEGO	PRY 1:	CATEGORY 2; X _
AUTHORITY (Based on a review of plans and/or State/Federal applications): SEC	; 10, 40	4X10/4	04, 103
EXCLUSIONS: The exclusionary criteria identified in the general permit do not app	ly to this projec	t.	
FEDERAL RESOURCE AGENCY OBJECTIONS: EPA_NO, USF&WS_NO	, NMFS_NO_	_	
If you have any questions on this matter, please contact my staff at 207-623-8367 at serve you, we would appreciate your completing our Customer Service Survey located and Lement			

SAY L. CLEMENT
SEMIOR PROJECT MANAGER
MAINE PROJECT OFFICE

FOR PHILIP T. FEIR
COLONEL, CORPS OF ENGINEERS

DISTRICT ENGINEER



ADDITIONAL SPECIAL CONDITIONS FOR DEPARTMENT OF THE ARMY PROGRAMMATIC GENERAL PERMIT NO. NAE-2010-00469

- 1. The permittee shall assure that a copy of this permit is at the work site whenever work is being performed and that all personnel performing work at the site of the work authorized by this permit are fully aware of the terms and conditions of the permit. This permit, including its drawings and any appendices and other attachments, shall be made a part of any and all contracts and sub-contracts for work which affects areas of Corps of Engineers' jurisdiction at the site of the work authorized by this permit. This shall be done by including the entire permit in the specifications for the work. If the permit is issued after construction specifications but before receipt of bids or quotes, the entire permit shall be included as an addendum to the specifications. The term "entire permit" includes permit amendments. Although the permittee may assign various aspects of the work to different contractors or sub-contractors, all contractors and sub-contractors shall be obligated by contract to comply with all environmental protection provisions of the entire permit, and no contract or sub-contract shall require or allow unauthorized work in areas of Corps of Engineers jurisdiction.
- 2. Adequate sedimentation and erosion control devices, such as geotextile silt fences or other devices capable of filtering the fines involved, shall be installed and properly maintained to minimize impacts during construction. These devices must be removed upon completion of work and stabilization of disturbed areas. The sediment collected by these devices must also be removed and placed upland, in a manner that will prevent its later erosion and transport to a waterway or wetland.
- 3. All exposed soils resulting from the construction will be promptly seeded and mulched in order to achieve vegetative stabilization.
- 4. The permittee shall ensure that the placement/replacement of culverts conforms to the provisions of the current Maine DOT Fish Passage & Design Guide. Replacement culverts shall be installed with their inverts below existing stream bed grade so as to avoid "hanging" and associated impediments to fish passage.
- 5. Mitigation shall consist of payment of \$222,907.92 to the Natural Resource Mitigation Fund. The Corps will provide a completed ILF Project Data Worksheet which must be mailed with a cashiers check or bank draft, made out to "Treasurer, State of Maine", with the permit number noted on the check. The check and worksheet should be mailed to: ME DEP, Attn: ILF Program Administrator, State House Station 17, Augusta, ME 04333. **This authorization is not valid until** the permittee provides the Corps with a copy of the check, with the permit number noted on the check. The ILF amount is only valid for a period of one year from the date on the authorization letter. After that time, the project would need to be reevaluated and a new amount determined.
- 6. All areas of temporary waterway or wetland fill will be restored to their original contour and character upon completion of the project.

Cassida, James

From:

VanDusen, Deane

Sent:

Tuesday, July 20, 2010 2:35 PM

To:

Cassida, James

Subject:

ILF Invoice

Attachments: Norway ILF Project Worksheet 2nd Phase.doc

Hi Jim -

I am requesting a DEP invoice be sent to DOT regarding the ILF amount for the Norway (DOT PIN 10020.00) project.

DEP provided a PBR # 47531 on 1-28-09; the Corps permit # NAE-2010-00469 was issued on 5-26-10. The Corps permit specifically requires DOT to make a mitigation payment to the Natural Resource Mitigation Fund in the amount of \$222,908.22.

Please find the ILF Project Worksheet attached.

Under "Description" on the invoice, please include the following information:

Natural Resource Mitigation Fee (ILF) Route 117, Norway MaineDOT PIN 10020.00

DEP PBR # 47531 US Army Corps Permit # NAE-2010-00469

Please contact me with any questions regarding this request and/or the project. Thanks.

Deane

Deane C. Van Dusen, Manager Field Services & Mitigation Division

Maine Department of Transportation Environmental Office State House Station 16 Augusta, Maine 04333 207-592-3198 207-624-3101 (fax)

JD24469

INVOICE

Remit to:

DEPT ENVIRONMENTAL PROTECTION NATURAL RESOURCES SERVICE CTR ATTS - MEAGHAN POSTER 155 STATE HOUSE STATION AUGUSTA Maine 04333-0155

	(1) 新可能的信息表示例如	
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	OGA:PIN1	08-29-10
	\$494,786.20	7

Bill to:

MAINE DEPT OF TRANSPORTATION - ENVIRONMENTAL OFFICE ATTN: DEANE VANDUSEN SHS# 16, CHILD STREET AUGUSTA Maine 04333-0016

\Box	Please	check	if	address	has	changed.	Write	COTTECT
\mathbf{L}	address	on by	ick	of stub	and	attach w	ith pa	yment

Payment Method: Check Money Order

Please write Invoice No on front of check or Money Order. DO NOT HAIL CASH

Please detach the above stub and return with your remittance payable to PAY BY PV TYPE 9



ENVIRONMENTAL PROTECTION

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voice	Charges						
Ref Line	DESCRIPTION		Date of Service	No. of Units	Unit of Measure	Unit Price	Charges/ Credit
1	NATURAL RESOURCE WITIGATION PEE (ILF), DOWN RAIL TRAIL - ELLSWORTH, MEDOT FIN 9636.00	BAST	07-29-10				\$77,535.92
2	NATURAL RESOURCE MITIGATION FEE (ILF), ROUT-NAPLES, MEDOT PIN 11060.00	E 32	07-29-10				\$51,697.14
3	HATURAL RESOURCE MITIGATION PER (ILF), ROUT HORWAY, MEDOT PIN 10020.00	B 117 -	07-29-10				\$222,908.22
4	NATURAL RESOURCE MITIGATION PER (ILP), ROUT -TWP D, MEDOT PIN \$670.10	8 17	07-29-10	,			\$142,644.92
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DESCR	IPTION				Date		Charges
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Cre	dit Payments Applied						\$0.0
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Instructions

~3 OID 17A 1095 95 4199 \$ 202,908.22 JU

Muling Mon

Receivable History and Reference Query

Menu Quick Search

First Prev Next Last

Total Billed: \$494,786.20 Department: 06A

Total Liquidated: \$417,250.28 Unit: ALL Total to Collections: \$0.00 Total Written Off: \$0.00

Doc Dept : 06A Total Outstanding: \$77,535.92

Document ID : 710729001 Closed Date:

Customer: 06AFIN6046

Name : MAINE DEPT OF TRANS

	Accepted	Reference Document	Billed	Liquidated	Sent to Collection	Written Off
4	07/29/2010	RE 06A 710729001 1	\$494,786.20	\$0.00	\$0.00	\$0.00
	08/05/2010	IET 17A 11DT0088927 1	\$0.00	\$142,644.92	\$0.00	\$0.00
	09/10/2010	IET 17A 11DT0098131 1	\$0.00	\$51,697.14	\$0.00	\$0.00
	11/24/2010	IET 17A 11DT0118656 1	\$0.00	\$222,908.22	\$0.00	\$0.00

First Prev Next Last Receivable Search